

1998 FHWA ADMINISTRATOR'S BIENNIAL SAFETY AWARDS



SAFETY BY DESIGN
FEDERAL HIGHWAY ADMINISTRATION

ADMINISTRATOR'S MESSAGE

"Continually improving the safety of our Nation's roadways is the Federal Highway Administration's (FHWA) top priority. We established this goal within the 1999 FHWA Performance Plan to reduce the number of highway-related fatalities and injuries 20 percent by the end of the fiscal year. The Administrator's Biennial Safety Awards Program is one of the many strategies we are employing to meet this objective. By recognizing outstanding State and local safety achievements, we have the opportunity to formally thank our partners and stakeholders for their contributions."

Kenneth R. Wykle

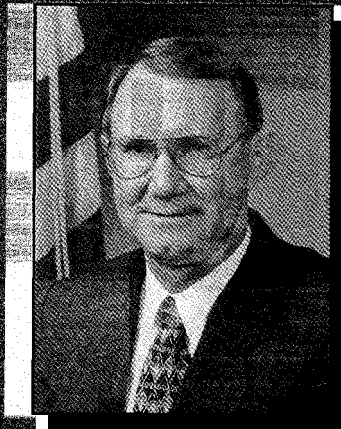
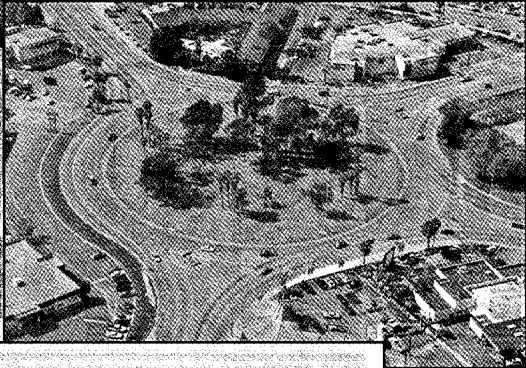
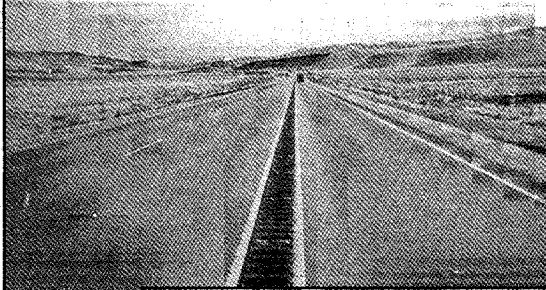


TABLE OF CONTENTS

Introduction	1
Best Overall Commercial Vehicle Safety Award	2
<i>Intelligent Transportation System/ Commercial Vehicle Operations Business Plan</i>	
Best Overall Operational Improvements Award	4
<i>Clear Roadside Program</i>	
Safety Improvements Award	6
<i>SR 41/46 Project</i>	
Commercial Vehicle Safety Improvements Award	8
<i>Don't Hang Out in the No-Zone Program</i>	
Operational Improvements— Most Resourceful in Engineering Award	10
<i>Long Beach Roundabout Program</i>	
Operational Improvements— Most Effective Use of Enforcement Award	12
<i>Construction Work Zone Speed Enforcement Program</i>	
Program Planning, Development and Evaluation Award	14
<i>Road Improvement Program</i>	
Program Planning, Development and Evaluation Award	16
<i>Lincoln Red Light Running Campaign</i>	
Awards Panel	18



INTRODUCTION

The **FHWA Administrator's Highway Safety Awards Competition** is

conducted biennially to recognize outstanding achievements in using Federal-aid highway, FHWA Section 402, Motor Carrier Safety Assistance Program (MCSAP) or other funds, to produce a safer roadway environment. For this Awards Program, 37 entries were received from 24 States. Entries were evaluated on the basis of innovation, effectiveness; and efficient use of resources.

Eight outstanding winners were selected by a panel of national highway safety experts based on this criteria. They were presented with their awards on November 8, 1998, at the American Association of State Highways and Transportation Officials (AASHTO) annual meeting in Boston. All of the winning entries were excellent examples of safety efforts that may be applied in other jurisdictions. This brochure contains a brief description of each winning entry along with the name of the person to contact for more information.

AWARDS

BEST OVERALL COMMERCIAL VEHICLE SAFETY AWARD

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

■ Intelligent Transportation System/ Commercial Vehicle Operations Business Plan



Federal Highway Administrator Ken Wykle presents award to New York State Commissioner Joseph Boardman and Asst. Commissioner for Passenger and Freight Transportation John Guinan.



Representatives of the New York State ITS CVO Business Planning Team are from the New York State Department of Transportation, Department of Motor Vehicles, Department of Tax and Finance, Division of State Police and the Thruway Authority

The **Best Overall Commercial Vehicle Safety**

Award was presented to New York State Department of Transportation for a comprehensive New York State Intelligent Transportation System Commercial Vehicle Operations (ITS/CVO) Business Plan. This plan, created by five New York State agencies that make up the Interagency Motor Carrier Credential and Safety Task Force, describes Statewide and multi-State commercial vehicle operational and safety improvements being implemented in New York. It also describes project initiatives and deployment strategies from now until the year 2000. Many of the strategies and technologies included in this plan expand, via laptop computer, the interoperability of commercial vehicle enforcement operations not only within New York, but also with other States throughout the nation. The task force is comprised of the New York State Department of Transportation, State Police, State Department of Motor Vehicles, State Taxation and Finance, and Thruway Authority. The agencies are currently creating a "one stop shopping" mechanism for consolidation of numerous state databases relating to commercial vehicle operations and credentialing. This Internet-driven system would "marry" State databases that facilitate commercial vehicle carriers access to all necessary regulatory and enforcement agencies from their office computers. Those companies without an Internet connection can access the same information at computer kiosks located at Department of Motor Vehicle offices throughout the State.

The plan describes computer placement for roadside commercial vehicle inspectors, and enforcement personnel with similar capabilities nationwide, to exchange commercial vehicle operator and company information on the roadside. Current technology allows this information access to be performed in "real time."

The ITS/CVO Business Plan consolidates State resources and implements state-of-the-art technologies from the five participating agencies to enhance the efficiency and effectiveness of commercial vehicle operations in New York and the over-all safety of the State's highways.

For more-information contact:

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Albany, New York 12232
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AWARDS

BEST OVERALL OPERATIONAL IMPROVEMENTS AWARD

GEORGIA UTILITIES COORDINATING COUNCIL

■ Clear Roadside Program



Federal Highway Administrator Ken Wykle presents award to Georgia DOT State Utilities Engineer Dudley Ellis.

The **Best Overall Operational Improvements**

Award recognizes the Georgia Utilities Coordinating Council's efforts to address and resolve problems associated with above ground utilities within the public right-of-way. Recognizing that a roadside hazard problem existed in Georgia, the Georgia Utilities Coordinating Council formed a Clear Roadside Committee (CRC) composed of representatives from the Georgia Department of Transportation as well as members of the electrical, telecommunications, and cable industry.

The CRC developed a clear zone policy relating to preferred and minimum setbacks for utility facilities based on the speed of the roadway. Using accident data, relocation and mitigation plans were developed to move the most hazardous pole locations. The plans were formulated to relocate all facilities within the clear zone area on U.S. and State Routes within a 30 year period. The program began in 1996. Although it is too early to tell the benefits, the effects in 30 years will be immense if the plan is carried out.

For more information contact:

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State Utilities Engineer
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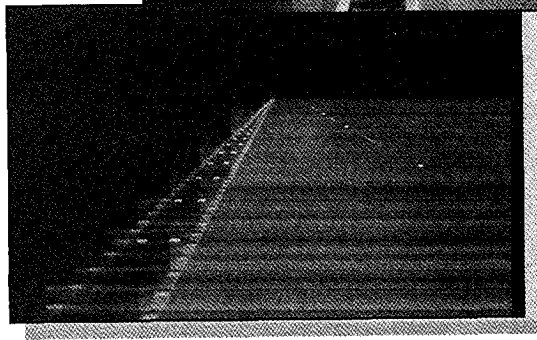
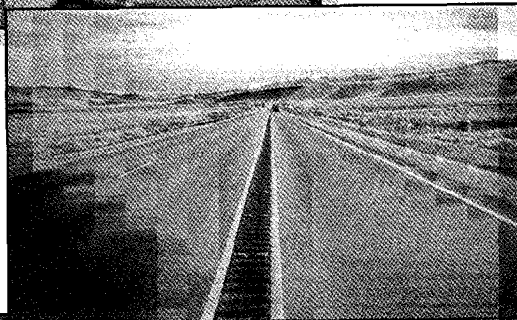
SAFETY IMPROVEMENTS AWARD

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 5

■ SR 41/46 Project



*Federal Highway
Administrator
Ken Wykle presents
award to Caltrans
Director James Van
Loben Sels.*



The **Safety Improvement Award** recognizes Caltrans District 5 for implementing the SR 41/46 Project and reducing the number of fatal and injury crashes along the 23-mile segment between Paso Robles and the eastern junction of Route 41/46 in San Luis Obispo County. Before implementing the project, Caltrans decided that constructing a demonstration project, termed as a Soft Barrier, was the appropriate solution. The design included raised profile thermoplastic striping for all solid centerline striping. A buffer, with rumble strips and a modified pattern for pavement reflectors, was added where passing was prohibited on both sides of the roadway and passing lanes. The project also included rumble strips and inverted profile thermoplastic on the shoulders. The features were intended to increase the visibility of the striping and to be an alarm system — alerting motorists when they drift across the centerline or onto the shoulder.

Use of State funds allowed the Traffic Safety Branch to expedite the project, which resulted in the improvements being completed 2½ years earlier than would normally be expected. The project cost of \$450,000 to construct the ultimate four-lane divided expressway or median barrier, excluding widening costs to accommodate the barrier, was substantially lower than the estimated cost of \$100 million. The project was an innovative and effective way to reduce the number of severe accidents at a substantial savings to the taxpayers. During the sixteen months since the project was completed, no fatal accidents have occurred. The project has also reduced the injury accidents by 14 percent and t & a / collisions by 27 percent.

For more information contact:

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San Luis Obispo, CA 93401
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E-mail: Nevin_Sams@dot.ca.gov

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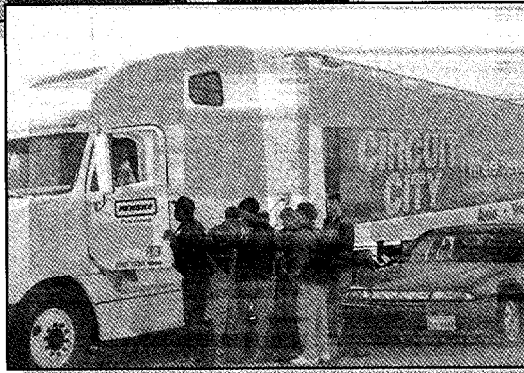
COMMERCIAL VEHICLE-SAFETY IMPROVEMENTS-AWARD

**VIRGINIA DEPARTMENT OF MOTOR
VEHICLES, DRIVE SMART VIRGINIA,
CHESTERFIELD COUNTY SCHOOL
SYSTEMS, AND THE VIRGINIA
TRUCKING ASSOCIATION**

■ *Don't Hang Out in the No-Zone Program*



Federal Highway
Administrator
Ken Wykle presents
award to Lynn
Newcomb from the
Chesterfield County
School System and
Mark Pizzi, Chair-
man of the Board of
Directors, Drive
Smart Virginia
(Janna Sakowitz,
Virginia Trucking
Assoc., not shown)



Virginia's *Don't Hang Out in the* No-Zone Program.

The **Commercial Vehicle Safety Improvements**

Award recognizes the cooperative effort of the above mentioned groups for promoting the *Don't Hang Out in the No-Zone* Program and educating motorists on commercial vehicle limitations. Virginia's *Don't Hang Out in the No Zone* Program was developed in 1996 out of a need to alert the general public about the dangers of driving in the No Zone—the five blind spots surrounding a tractor trailer. In developing this program, a series of focus group meetings conducted with motorists found that most drivers are intimidated by large trucks and are not aware of limitations relating to truck maneuverability, blind spots, and stopping distances.

The main goal of this program is to effectively educate motorists about commercial vehicle limitations in an entertaining manner. This campaign uses a creative approach which purposely does not place blame on either driver. It encourages and motivates drivers to modify their driving attitudes and behavior. All these actions are being undertaken in support of the FHWA's goal to reduce the national fatality rate. Studies suggest that a reduction in crashes involving cars and commercial vehicles may be possible if motorists are made aware of these and other limitations associated with trucks and buses.

For more information contact:

Nancy Rodriguez
Executive Director,
Drive Smart Virginia
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Fax: (804) 967-0205

OPERATIONAL IMPROVEMENTS — MOST RESOURCEFUL IN ENGINEERING AWARD

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 7

■ Long Beach Roundabout Program



*Federal Highway
Administrator
Ken Wykle presents
award to Caltrans
Director James Van
Loben Sels.*



Long Beach Roundabout looking northwest.

The **Operational Improvements — Most Resourceful in Engineering Award**

recognizes Caltrans District 7 for converting a 61-year old, high accident Long Beach Traffic Circle into a modern roundabout and reducing associated crashes. Since completion on June 30, 1993, motorist delays have been reduced, the annual number and severity of accidents has declined, and motorist complaints have virtually disappeared. The major improvements featured in the roundabout were the introduction of yield controls at the entries, flared entries to increase capacity and reduce friction between entering traffic and circulating traffic, the elimination of lane lines in the circulatory roadway to promote weaving, and better guide signing at the approaches to reduce motorist confusion.

The objective was to improve the operation of a traffic circle that had been repeatedly identified as a high accident location by Caltrans' Traffic Accident Surveillance and Analysis System. Residents frequently complained about the delays and confusion they experienced driving through the traffic circle. The City of Long Beach and Caltrans initiated studies of alternatives for grade-separating Route 1, Route 19, and Los Coyotes Diagonal. The estimated \$1.0 million cost of the interchange made future scheduling of the project uncertain. The successful operation of the Long Beach Roundabout has reduced the immediate urgency to construct a grade-separated interchange.

For more information contact:

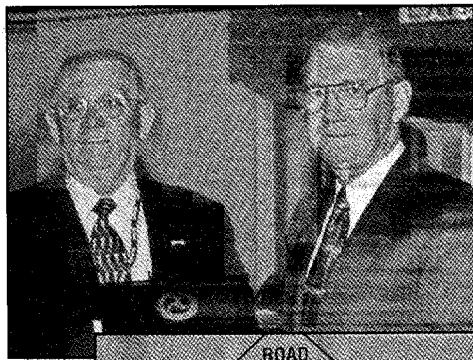
Mr. Steve Leung
Chief, Office of Traffic Investigations
Caltrans District 7
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AWARDS

OPERATIONAL IMPROVEMENTS — MOST EFFECTIVE USE OF ENFORCEMENT AWARD

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

- Construction *Work Zone*
Speed Enforcement Program



Federal Highway
Administrator
Ken Wykle
presents award to
South Dakota
DOT Deputy
Secretary of
Transportation
Jim Jensen.



The **Operational Improvements — Most Effective Use of Enforcement Award** recognizes SDDOT's

program for speed enforcement in construction work zones. With the Work Zone Speed Enforcement Program, the SDDOT employs speed enforcement personnel and marked enforcement vehicles for enforcing speed limits in manned construction work areas. A State law that took effect July 1, 1997, gave DOT employees authority to stop and ticket anyone who exceeded the speed limits in construction zones where workers were present. Officers made nearly 2,000 arrests in construction zones in 1997. Statistics show that construction zone traffic-related fatalities were eliminated, injuries were reduced by 31 percent, and speed-related crashes were reduced by 29 percent. In addition, the program generated nearly \$200,000 in fines from July through October.

The DOT used four cars from the Highway Patrol that were scheduled for replacement. They were refitted with new DOT work zone speed enforcement decals and put into service staffed with off duty officers. In addition, eight more Highway Patrol units were transferred to the DOT for use as decoys to slow traffic down in work zones and a laser video detection system was employed to capture the speed of the vehicle, speed limit, date, time of day, location, and photograph the license plate. As part of the program, the department sent warning letters with a picture of the vehicle, copied from the video, to the registered owner.

For more information contact:

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South Dakota Department of Transportation
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Pierre, South Dakota 57501-2586
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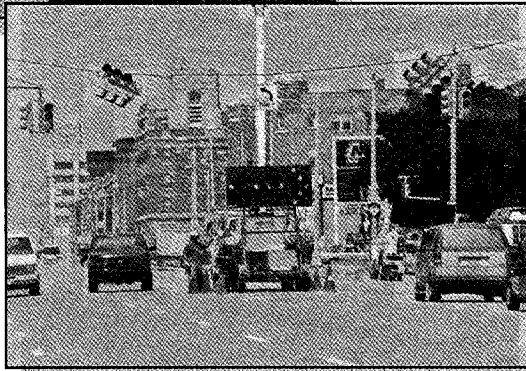
PROGRAM PLANNING, DEVELOPMENT AND EVALUATION AWARD

AAA MICHIGAN

■ Road Improvement Program



Federal Highway
Administrator
Ken Vykle presents
award to Jerry
Basch and
Dave Feber
of AAA Michigan.



AAA Michigan Road Improvement Program

The **Program Planning, Development and Evaluation Award** recognizes AAA Michigan for developing an innovative roadway improvement strategy where private dollars were contributed toward road improvements at targeted high-crash locations in the cities of Detroit and Grand Rapids. The program's primary objective was to reduce crashes and injuries in two of Michigan's urban areas. Partners in the program include the cities of Detroit and Grand Rapids, Wayne State University, the appropriate metropolitan planning organization (MPO), Michigan Department of Transportation, and the Michigan Office of Highway Safety Planning.

The MPO generated a list of high crash locations. A technical committee was then in charge of overseeing selection of specific locations, detailed analysis, identification of deficiencies and countermeasure development. An economic analysis based on both societal and actual insurance costs was conducted. Projects for implementation were selected, funding agreements developed and projects implemented. Preliminary data indicates there has been a substantial reduction in crashes at the locations where countermeasures have been implemented.

For more information contact:

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Manager, Community Safety Services
AAA Michigan
1 Auto Club Drive
Dearborn, Michigan 48126
phone: (313) 336-1412
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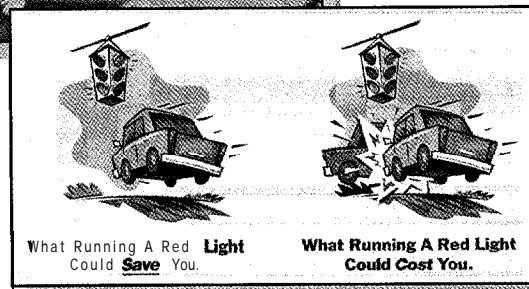
PROGRAM PLANNING, DEVELOPMENT AND EVALUATION AWARD

LINCOLN (NE) PUBLIC WORKS DEPARTMENT, TRAFFIC SAFETY SECTION

■ Lincoln Red Light Running Campaign



Federal Highway
Administrator
Ken Wykle presents
award to Virendra
Singh of the Lincoln
Public Works
Department.



The **Program Planning, Development and**

Evaluation Award was given to the Lincoln Public Works Department, Traffic Safety Section, for the use of video camera technology in evaluating the effectiveness of Lincoln's March 1997 Red Light Running (RLR) Campaign. Among the 32 communities selected to participate in the campaign, only Lincoln utilized video camera technology. The objective of the campaign was to evaluate the effectiveness of public information education programs and targeted enforcement in reducing the rate of red light violations. It involved six intersections located throughout the city. A random survey was also conducted before and after the public information education campaign to assess drivers' attitudes toward RLR. Among the data reported, the average entry time of vehicles into the intersection after the yellow light, and the average numbers of vehicles entering the intersection on the yellow and red lights decreased significantly. Drivers' awareness of the hazards associated with RLR also improved. This change in behavior of Lincoln drivers reduces the number of conflicts occurring from red light violations, thus reducing the number of crashes associated with RLR.

The campaign was a cooperative effort between the City's Public Works and Police Departments, the FHWA, the National Highway Traffic Safety Administration, the Nebraska Department of Roads, the Nebraska Office of Highway Safety, the Mid-America Transportation Center (MATC) at the University of Nebraska, and several private businesses. Funding for the project included an FHWA grant, Highway Safety Program funds, MATC research funds, and private donations.

For more information contact:

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Traffic Safety Section
Lincoln Public Works Department
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Lincoln, Nebraska 68508
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AWARDS PANEL

David Hensing

American Association of State Highway and Transportation Officials

Thomas Brahms

Institute of Transportation Engineers

Barbara Harsha

National Association of Governors Highway Safety Representatives

Rick Pain

Transportation Research Board

Kathy Hoffman

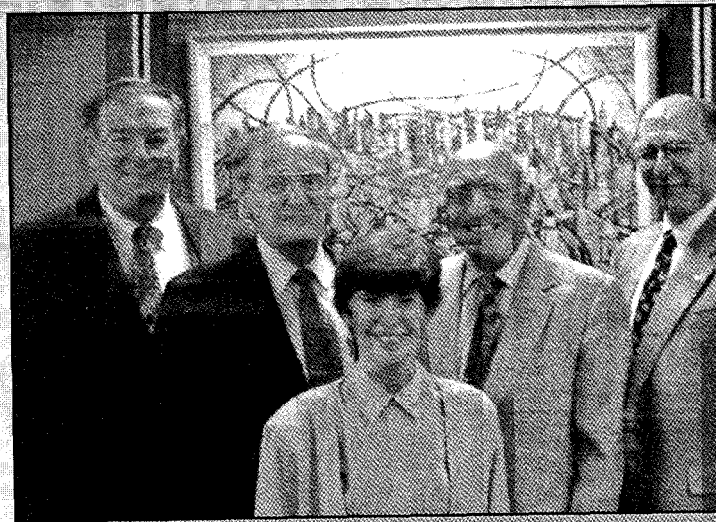
Roadway Safety Foundation

Brian McLaughlin

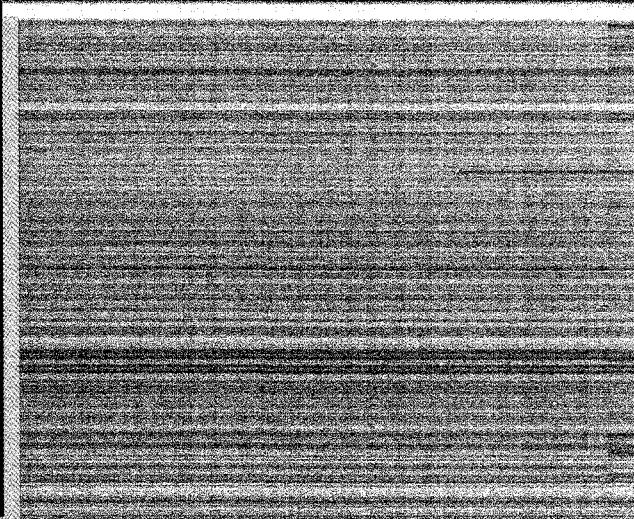
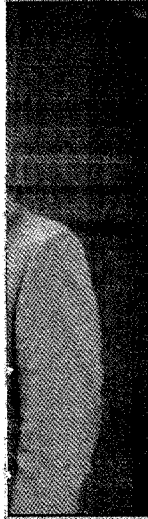
FHWA, Office of Motor Carriers

Clarke Bennett

Retired, FHWA, Office of Highway Safety



From l to r, Dave Hensing, Rick Pain, Kathy Hoffman, Clarke Bennett, Tom Brahms (Brian McLaughlin and Barbara Harsha, not shown).





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**Federal Highway
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